

County Update

The Monthly Newsletter For The Belmont County Engineer's Department

October Folk Lore

“Rain in October
Means wind in
December”.....

“If the October moon
comes without frost,
expect no frost till the
moon of November”.



Fred's Desk



FALL IS HERE, and the 2010 construction season continues at a fast pace. This past month several projects have been completed, including the Mall and Banfield Roads resurfacing. Shelly & Sands finished this \$511,596 project on Sept. 21st. A & A Safety finished the \$28,236 pavement marking project, also on Mall & Banfield Roads. Lash Paving finished the \$148,790 road oil for dust control project on Sept. 23rd.

On Sept. 16th, Shelly & Sands began the resurfacing of CH 56, Cats Run Road. This \$269,941 project will be completed very soon. Ohio/West Virginia Excavating Co. will soon begin construction of two new bridges on CH 48,

Wegee Road. They will build the first one (the one by the monument) this year, and the second one (at Lashley Hill Road) next spring. The cost of this project is \$495,145. This week, BBR Drilling Co, began work on the emergency repair of an embankment failure on CH 54, Pipe Creek road. This \$161,445 project is being 90% funded by the Ohio Public Works Commission.

During this past month, the bridge crew has completed two new bridges on Pease Twp. 458, Buckeye Run Road. They are presently building the third bridge on that road, which should be completed before the end of October. That will be the 9th bridge they have

completed this year.

This week, the road crew began repairing a roadway slip on CH 5, Ramsey Ridge Road, located on Mooney Hill. They also continue their routine road maintenance of oiling, patching, ditching, mowing, pipe installation, and all the other various activities needed to keep our roadways safe.

Hopefully, the very good construction weather will continue until winter, but we could use some rain. This has been a very hot and dry summer.

All offices will be closed on Columbus Day, Monday, October 11, 2010.

Welcome Scott Sall

On September 27, Scott Sall started his employment with the Engineer's Department at the Loydsville Garage as a Welder II. Scott was previously employed through the local Iron Workers Union. His interests include hunting and fishing. Scott, his wife Misty and their 5 year old K.C. reside near Uniontown.

Welcome aboard Scott!



News From OSHA - Movement of Dump Beds

I found the following information on the Occupational Safety & Health Administration website and thought it was worth passing on.

The following three sample OSHA cases illustrate some of the problems faced when using non-engineered dump body props.

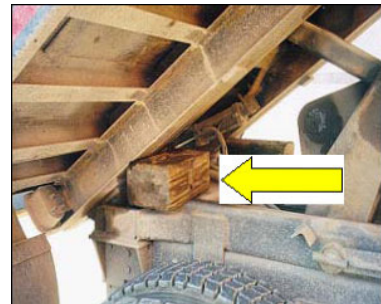
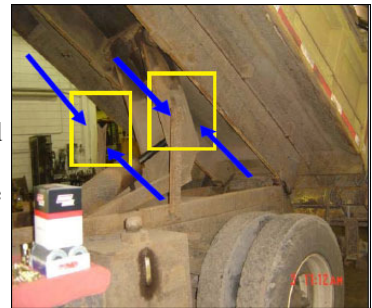
An employee was replacing the rear stabilizer bar on a tandem dump truck. The dump bed was raised and the safety support was in place. At some point, the lift hydraulics for the dump bed failed, allowing the weight of the bed to rest on the safety support bracket which also failed, causing the bed to come down and crush the employee.

Two employees were installing a dump bed onto a dump truck. The dump bed was being raised up and down by slings attached to a bridge crane. The dump bed had been raised and lowered several times to make sure that the bed was aligned on the truck chassis correctly. The back of the dump bed was bolted in place. The dump bed was then raised one more time so that a tubular rod could be placed under the bed to hold it in the upright position while one employee worked under the raised bed. While placing the tubular rod under the dump bed, the safety latch on the crane hook failed. This allowed the slings to come off the hook. The dump bed pinned both of the employee's arms under the bed between the chassis and the dump bed.

An employee was greasing the U-joints on a 1970 Mack dump truck. He had raised the dump bed and had propped it up with a 4' by 6' by 8' piece of wood. The wood dislodged and the bed came down onto his back, pinning and seriously injuring him. The employee later died.

One reason that the props provided by the truck body manufacturers are not used, or are not used appropriately, is that when raised to the typical body prop height, there may not be sufficient accessible space to perform the needed maintenance.

Mechanics need to access the rear of the truck where damage often occurs to air or hydraulic hoses, electrical lines, control cables and hydraulic motors. To access these areas, the truck body must be moved to a higher position than is supported by the manufacturer's prop. In these circumstances, employers often need to provide additional bracing or support. However, if not properly designed to support the weight of the dump body, these methods can be ineffective and lead to serious accidents. Employers should therefore ensure that, before making inspections, adjustments, or repairs under dump truck bodies, strong, heavy, positive supports are used to keep the dump body from inadvertently lowering.



Road and Bridge Work



Hot patching on County Road 56, Country Club Road are Bob Barron (left) and Dwayne Leach in the grader.



Two bridge replacements on Pease Township Road 458, Buckeye Run, are completed and the bridge crew has started on the third bridge.



Shelly and Sands recently completed the 3.12 mile long paving project on County Road 56, Cats Run Road.